

**Proposal:** Redevelopment of the Downtown Carpark site into an integrated mixed-use precinct

**Address:**  
 2 Lower Hobson Street, Auckland Central  
 29 Customs Street West, Auckland Central  
 188 Quay Street, Auckland Central  
 204 Quay Street, Auckland Central

**Unitary Plan:** Auckland Unitary Plan (AUP)

Site Zoning	
Zone	<b>Business – City Centre Zone</b>
Precinct	Downtown West sub-precinct B
Overlays/Controls	City Centre Port Noise Overlay – 58db and 60db Coastal Inundation 1 per cent AEP Plus 1m Control – 1m sea level rise Macroinvertebrate Community Index – Urban
Designations	Auckland Transport Designation – 1550, Car Park – Custom Street West
Additional Limitations	Overland Flow Path Flood Plain Flood Prone Areas Coastal Inundation Contaminated Site

Rule	Compliance	Non-Compliance
Chapter D Overlay		
D.17 Historic Heritage		The Proposal involves modifications to the existing Auckland Harbour Board Workshops (former) (Category B) at 204 Quay Street, including demolishing the existing pedestrian bridge over Lower Hobson Street and fixings related to the existing façade.  <b>Restricted discretionary activity (A9)</b>
D.25 City Centre Port Noise Overlay	Will comply as addressed in Noise and Vibration report prepared by Marshall Day Acoustics.	
Chapter E Auckland-Wide		

Rule	Compliance	Non-Compliance
E1 Water Quality	Objectives and policies only.	
E2 Water Quantity, Allocation and Use	Objectives and policies only.	
E3 Lakes, Rivers, Streams and Wetlands	N/A	
E4 Other Discharge of Contaminants	N/A	
E5 On-site and Small-Scale Wastewater Treatment and Disposal	N/A	
E6 Wastewater Network Management	N/A	
E7 Taking, Damming and Diversion of Water and Drilling		<p>The diversion of groundwater caused by any excavation that does not meet the permitted activity standards. In particular, the proposal does not comply with E7.6.1.6, E7.6.1.10(1)(d) and (e), E7.6.1.10(2)(b), E7.6.1.10(4)(a), and (b), E7.6.1.10(5)(a), and E7.6.1.10(6)(c) as outlined in the Geotechnical Assessment prepared by Tonkin + Taylor.</p> <p><b>Restricted discretionary activity (A20 and A28)</b></p>
E8 Stormwater Discharge and Diversion	<p>Permitted – (A1) diversion of stormwater runoff from lawfully established impervious areas into an authorised stormwater network. There is no increase in impervious areas as part of this application and will be discharging to existing public stormwater networks. Regardless, stormwater management will be addressed in the NDC requirements.</p>	
E9 Stormwater Quality – High Contaminant Generating Carparks and Roads	N/A – car parking is located within the basement.	
E10 Stormwater Management Areas Flow 1 and 2	N/A	

Rule	Compliance	Non-Compliance
E11 Land Disturbance - Regional		The proposal involves earthworks of approximately 130,000m <sup>3</sup> over an area of 6,442m <sup>2</sup> where part of the earthworks area is within the Sediment Control Protection Area. <b>Restricted discretionary activity (A9)</b>
E12 Land Disturbance - District		The proposal involves earthworks of approximately 130,000m <sup>3</sup> over an area of 6,442m <sup>2</sup> on a site zoned Business – City Centre where up to 2,500m <sup>3</sup> of earthworks over an area of 2,500m <sup>2</sup> is permitted. <b>Restricted discretionary activity (A6 and A10)</b>
E13 Cleanfills, Managed Fills and Landfills	N/A	
E14 Air Quality	Will comply with the permitted standards as addressed in the Air Quality Report.	
E15 Vegetation Management and Biodiversity	N/A	
E16 Trees in Open Space Zones	N/A	
E17 Trees in Roads	The proposed pruning of Tree 3 to enable suitable clearance for the demolition of the vehicle exit bridge structure in accordance with Standard E17.6. – Permitted under E17.4.1(A5). The proposed removal of two (2) Lancewood trees (Group 1a) as part of the demolition works – Permitted under E17.4.1(A9).	
E18 Natural Character of the Coastal Environment	N/A	
E19 Natural Features and Natural Landscapes in the Coastal Environment	N/A	
E20 Maori Land	N/A	

Rule	Compliance	Non-Compliance
E21 Treaty Settlement Land	N/A	
E22 Artworks	N/A	
E23 Signs		The proposal involves comprehensive development signage. <b>Restricted Discretionary Activity (A53)</b>
E24 Lighting	N/A	
E25 Noise and Vibration	Otherwise complies	The proposal involves construction activities that may exceed the maximum 75 dB LAeq and 90 dB LAFmax long-term construction noise limits under E25.6.28.2. <ul style="list-style-type: none"> <li>With respect to demolition activities: <ul style="list-style-type: none"> <li>Up to 81dBA during concrete cutting at M Social</li> <li>Up to 82dBA during concrete cutting at Aon building</li> <li>Up to 82dBA during concrete cutting at HSBC building</li> </ul> </li> <li>With respect to enabling phase activities (slab removal): <ul style="list-style-type: none"> <li>Up to 80dBA during slab removal at M Social</li> </ul> </li> <li>With respect to construction activities: <ul style="list-style-type: none"> <li>Up to 79 dBA during Dwall/bored piling and up to 77 dBA during vibratory sheet piling at M Social</li> <li>Up to 76 dBA during Dwall/bored piling and up to 88 during vibratory sheet piling at Aon building tower</li> <li>Up to 79 dBA during Dwall/bored piling</li> </ul> </li> </ul>

Rule	Compliance	Non-Compliance
		<p>and up to 94 during vibratory sheet piling at Aon building podium</p> <ul style="list-style-type: none"> <li>○ Up to 80 dBA during vibratory sheet piling at HSBC building</li> <li>○ Up to 80 dBA during vibratory sheet piling at the Sebel hotel/apartments</li> </ul> <p>With respect to vibration, exceedances of the 2mm/s amenity thresholds are anticipated during vibratory sheet piling at Aon building with up to 4mm/s predicted.</p> <p>In terms of noise levels for noise sensitive spaces in the Business – City Centre:</p> <ul style="list-style-type: none"> <li>● Standard E25.6.10(3)(f) requires the mechanical systems to be controlled to a level of 35 dB LAeq. This will not be achieved for living areas within the apartments as mechanical services noise is controlled at a level of 40 dB LAeq.</li> </ul> <p><b>Restricted Discretionary Activity (A2)</b></p>
E26 Infrastructure	N/A	
E27 Transport	<b>Refer below.</b>	<b>Refer below.</b>
E28 Mineral Extraction from Land	N/A	
E29 Emergency Management Area	N/A	
E30 Contaminated Land		<p>Soil testing from land surrounding the site indicates contamination concentrations in some site soil can exceed the permitted activity soil acceptance criteria in Table E30.6.1.4.1 and the requirements of Standard E30.6.1.4. Additionally, the</p>

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		<p>volume of disturbance and duration of works are expected to exceed the requirements of Standard E30.6.1.2. A DSI is unable to be undertaken at this stage and is proposed to be a condition of consent and therefore not meeting requirements of Standard E30.6.2.1. A preliminary Contamination Site Management Plan has been prepared to support the consent application.</p> <p><b>Discretionary Activity (A7)</b></p>
E31 Hazardous Substances	<p>Will comply - Tank capacity will be dependent on overall generator sizing and BPS requirements for length of operation; however, it is anticipated that the sizing to be approximately 20,000L / 17 tonnes (this is similar to the PwC Tower tank capacity). Diesel is characterised as a Class 3.1D flammable liquid of low volatility. Chapter E31 of the AUP(OP) permits the storage of up to 20 tonnes of Class 3.1D flammable liquids.</p>	
E32 Biosolids	N/A	
E33 Industrial and Trade Activities	N/A	
E34 Agrichemicals and Vertebrate Toxic Agents	N/A	
E35 Rural Production Discharges	N/A	
E36 Natural Hazards and Flooding	<p>Habitable rooms in new buildings and additions of habitable rooms (greater than 25m<sup>2</sup>) to existing buildings in the coastal storm inundation 1 per cent annual exceedance probability (AEP) plus 1m sea level</p>	<p>The proposal involves basement parking in part of the site affected by 1% AEP floodplain. <b>Restricted Discretionary Activity (A26)</b></p> <p>The proposal involves flood mitigation works such as flood barriers in the 1% AEP</p>

Rule	Compliance	Non-Compliance
	<p>rise area that comply with standard E36.6.1.1 is a permitted activity (A12)</p>	<p>floodplain. <b>Restricted Discretionary Activity (A33)</b></p> <p>The proposal involves new buildings within 1% AEP floodplain.</p> <p><b>Restricted Discretionary Activity (A37)</b></p> <p>The proposal involves the use of new building to accommodate more vulnerable activities (residential) located within the 1% AEP floodplain.</p> <p><b>Restricted Discretionary Activity (A38)</b></p>
E37 Genetically Modified Organisms	N/A	
E38 Subdivision – Urban	N/A Subdivision is not proposed.	
E39 Subdivision – Rural	N/A	
E40 Temporary Activities		<p>The proposal involves the temporary activities for construction for approximately 7 years with up to 24 months permitted as provided or in E40.4.1(A20). These temporary activities include the demolition of the existing Downtown Carpark building, construction of the proposed buildings.</p> <p><b>Restricted discretionary activity (A24)</b></p>

Rule	Compliance	Non-Compliance
E27 Transport		
E27.4.1 Activity Table		<p>Parking, loading and access which is an accessory activity but which does not comply with the standards for parking, loading and access.</p> <p><b>Restricted discretionary activity (A2)</b></p> <p>The use of a vehicle crossing where a Vehicle Access Restriction applies under Standards E27.6.4.1(2) or E27.6.4.1(3)</p> <p><b>Restricted discretionary activity (A5)</b></p> <p>The use of an existing vehicle crossing where a Vehicle Access Restriction applies under Standard E27.6.4.1(1) to service the establishment of a new activity or a building is constructed that is not permitted in Table H8.4.1.</p> <p><b>Restricted discretionary activity (A6)</b></p> <p>121 spaces off-site parking associated with M Social</p> <p><b>Discretionary activity (A16)</b></p>
E27.6.1 Traffic Generation Standards	N/A – does not apply to City Centre Zone	
<ul style="list-style-type: none"> <li>Assessment required for more than 100 dwellings</li> </ul>		
E27.6.2 Number of Parking and Loading Spaces	Complies as set out in section 8.1.1 of the ITA with a total of 808 parking spaces permitted and 419 spaces provided (not including the 121 spaces for M Social). Overall, 540 parking spaces are provided.	
<p>Maximum parking rates for the Business – City Centre Zone</p> <ul style="list-style-type: none"> <li>Dwellings &lt;75m<sup>2</sup> GFA – 0.7 per dwelling</li> <li>Dwellings ≥75m<sup>2</sup> and &lt; 90m<sup>2</sup> GFA – 1.4 per dwelling</li> <li>Dwellings ≥ 90m<sup>2</sup> GFA – 1.7 per dwelling</li> <li>Visitor space – 0.2 per dwelling</li> <li>All other activities – 1 per 200m<sup>2</sup> GFA</li> </ul>		
E27.6.2(6) Bicycle Parking	Complies as set out in section 8.2 of the ITA with a total of 63 short stay spaces and 518 long-stay	
<ul style="list-style-type: none"> <li>Residential (20 or more dwellings) – minimum 1 short stay per 20 dwellings</li> </ul>		



Rule	Compliance	Non-Compliance
<p>and 1 long stay per dwelling within a dedicated garage.</p> <ul style="list-style-type: none"> <li>• Minimum 1 long stay per 300m<sup>2</sup> GFA offices.</li> <li>• Minimum 1 plus 1 space short stay per 1,000m<sup>2</sup> over 1,000m<sup>2</sup> for office space greater than 2,000m<sup>2</sup> up to 10,000m<sup>2</sup></li> <li>• Minimum 10 plus 1 space short stay per 2000m<sup>2</sup> above 10,000m<sup>2</sup> for office space greater than 10,000m<sup>2</sup></li> <li>• Minimum 1 visitor space per 350m<sup>2</sup> GFA for food and beverage</li> <li>• Minimum 1 long term space per 300m<sup>2</sup> GFA for food and beverage greater than 350m<sup>2</sup> GFA</li> <li>• Minimum 1 visitor space per 500m<sup>2</sup> GFA for all other retail</li> <li>• Minimum 1 long term space per 500m<sup>2</sup> GFA for all other retail greater than 500m<sup>2</sup> GFA and up to 5000m<sup>2</sup> GFA</li> <li>• Minimum 1 long term space per 750m<sup>2</sup> GFA for all other retail greater than 5000m<sup>2</sup> GFA</li> </ul>	<p>spaces required with 64 short stay spaces provided and 1,165 long stay spaces provided.</p>	
<p>E27.6.2(7) End-of-Trip Facilities</p>	<p>Complies – 22 showers and changing areas required based on 79,204m<sup>2</sup> GFA, with 56 showers and changing areas provided. Further, 711 lockers are provided near the showers which can be used for storage of clothing.</p>	
<p>E27.6.2(8) Loading</p> <ul style="list-style-type: none"> <li>• (T109) 1 loading space is required for 300m<sup>2</sup> - 5,000m<sup>2</sup> GFA for retail activities.</li> <li>• (T113) 1 loading space is required for all other activities greater than 5,000m<sup>2</sup> up to 20,000m<sup>2</sup></li> <li>• (T114) 2 loading space is required for all other activities greater than 20,000m<sup>2</sup> up to 90,000m<sup>2</sup></li> <li>• (T115) 3 loading spaces plus 1 space per every additional 40,000m<sup>2</sup> for all other activities greater than 90,000m<sup>2</sup></li> </ul>	<p>Complies – 4 loading spaces required with 5 loading spaces provided based on the following activities:</p> <ul style="list-style-type: none"> <li>• 2,033m<sup>2</sup> retail GFA</li> <li>• 79,204m<sup>2</sup> office GFA</li> <li>• 25,028m<sup>2</sup> residential GFA</li> </ul>	
<p>E27.6.3.1 Design of Parking and Loading Spaces</p> <ul style="list-style-type: none"> <li>• Dimensions set out at E27.6.3.1.1</li> </ul>	<p>Will otherwise comply</p>	

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<ul style="list-style-type: none"> <li>Spaces must be located on the same site as the activity to which it relates; not be used for any other purpose; kept clear and available when the activity is in operation etc. Refer E27.6.3.1(1)(a)-(g).</li> </ul>		
<p>E27.6.3.2 Size and Location of Loading Spaces</p> <ul style="list-style-type: none"> <li>Minimum dimensions set out at E27.6.3.2.1</li> <li>Spaces must be located on the same site as the activity to which it relates; be available when the activity is in operation etc. Refer E27.6.3.2(1)(a)-(d).</li> <li><u>Must have a maximum crossfall of 1:50 (2%) in all directions.</u></li> </ul>	<p>Complies – all the proposed loading bays are 3.6 m wide and 8.4 m long.</p> <p>Will comply with the maximum crossfall of 1:50 (2%) – all loading spaces will be flat.</p>	
<p><u>Standard E27.6.3.2(A) Accessible Parking</u></p> <p><u>(1) Accessible parking must be provided for all new activities, changes of activity type, and / or the expansion or intensification of an existing activity in all zones, except for those listed below in E27.6.3.2(A)(2);</u></p> <p><u>(2) Accessible parking is not required in the following zones, unless car parking is provided on site, in which case the required number of accessible parking spaces must be determined in accordance with Table 1 or Table 2 below, whichever is relevant:</u></p> <p><u>Business Zones:</u></p> <p><u>(a) Business – City Centre Zone;</u></p> <p><u>(b) Business – Metropolitan Centre Zone;</u></p> <p><u>(c) Business – Town Centre Zone;</u></p> <p><u>(d) Business – Local Centre Zone;</u></p> <p><u>(e) Business – Mixed Use Zone;</u></p> <p><u>(f) Business – Neighbourhood Centre Zone.</u></p> <p><u>Residential zones:</u></p> <p><u>(a) Residential - Terrace Housing and Apartment Buildings Zone.</u></p> <p><u>(3) For residential developments in residential zones (excluding the Terrace Housing and Apartment Buildings Zone unless car parking is provided on site), accessible parking spaces must be provided for</u></p>	<p>GFA proposed:</p> <ul style="list-style-type: none"> <li>2,033m<sup>2</sup> retail</li> <li>79,204m<sup>2</sup> office</li> <li>247 residential dwellings</li> </ul> <p>For non-residential:</p> <ul style="list-style-type: none"> <li>Table 1 – 8 accessible spaces required based on 150 non-residential spaces provided</li> <li>Theoretical parking demand as per Appendix 23: <ul style="list-style-type: none"> <li>Retail (1 per 25m<sup>2</sup>): 81 spaces</li> <li>Office (1 per 45m<sup>2</sup>): 1,706 spaces</li> <li>Based on this, 37 accessible spaces required for offices and 3 spaces required for retail.</li> </ul> </li> </ul> <p>For residential:</p> <ul style="list-style-type: none"> <li>11 accessible parking required.</li> </ul>	<p>24 accessible parking spaces are proposed, which does not meet the minimum requirement of 51 spaces. We have assumed this provision is sufficient to cover the residential requirement, but not the office or retail requirements.</p> <p><b>Restricted discretionary activity (A2)</b></p>

Rule	Compliance	Non-Compliance																		
<p><u>developments of 10 or more dwellings on a site.</u></p> <p><u>(4) The required number of onsite accessible parking spaces provided must be calculated using the following method:</u></p> <p><u>(i) For non-residential land uses;</u></p> <p><u>Step 1 - Use the Parking Demand Guidelines in Appendix 23 to determine the theoretical parking demand</u></p> <p><u>Step 2 - Use Table 1 – Number of accessible parking spaces – Non-Residential, below to determine the required number of accessible car park spaces based on either the number of parking spaces that are proposed to be provided or the theoretical parking demand calculated in step 1, whichever is the higher.</u></p> <p><b><u>Table 1 – Number of accessible parking spaces – Non-Residential land uses</u></b></p> <table border="1"> <thead> <tr> <th><u>Total number of parking spaces provided or theoretical parking spaces, whichever is the higher</u></th> <th><u>Number of accessible parking spaces</u></th> </tr> </thead> <tbody> <tr> <td><u>1 – 20</u></td> <td><u>Not less than 1</u></td> </tr> <tr> <td><u>21 – 50</u></td> <td><u>Not less than 2</u></td> </tr> <tr> <td><u>For every additional 50 parking spaces or part of a parking space</u></td> <td><u>Not less than 1</u></td> </tr> </tbody> </table> <p><u>(ii) For retirement villages, supported residential care, visitor accommodation and boarding houses</u></p> <p><u>The same method for calculating the required number of onsite accessible parking spaces for non-residential uses in 4(i) applies.</u></p> <p><u>(iii) For residential land uses</u></p> <p><u>The required number of accessible parking spaces provided must be in accordance with Table 2 below:</u></p> <p><b><u>Table 2 – Number of accessible parking spaces – Residential land uses</u></b></p> <table border="1"> <thead> <tr> <th><u>Number of dwellings</u></th> <th><u>Number of accessible parking spaces</u></th> </tr> </thead> <tbody> <tr> <td><u>10 - 19</u></td> <td><u>Not less than 1</u></td> </tr> <tr> <td><u>20 – 29</u></td> <td><u>Not less than 2</u></td> </tr> <tr> <td><u>30 – 3950</u></td> <td><u>Not less than 3</u></td> </tr> <tr> <td><u>For every additional 10-25 dwellings or units</u></td> <td><u>Not less than 1</u></td> </tr> </tbody> </table>	<u>Total number of parking spaces provided or theoretical parking spaces, whichever is the higher</u>	<u>Number of accessible parking spaces</u>	<u>1 – 20</u>	<u>Not less than 1</u>	<u>21 – 50</u>	<u>Not less than 2</u>	<u>For every additional 50 parking spaces or part of a parking space</u>	<u>Not less than 1</u>	<u>Number of dwellings</u>	<u>Number of accessible parking spaces</u>	<u>10 - 19</u>	<u>Not less than 1</u>	<u>20 – 29</u>	<u>Not less than 2</u>	<u>30 – 3950</u>	<u>Not less than 3</u>	<u>For every additional 10-25 dwellings or units</u>	<u>Not less than 1</u>		
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<p>E27.6.3.3 Access and Manoeuvring</p> <ul style="list-style-type: none"> <li>• Must accommodate 85<sup>th</sup> percentile tracking curves for cars</li> <li>• Loading must comply with the RTS 18 tracking curves</li> <li>• Only car parks for dwellings may be stacked</li> </ul>	<p>Complies for both parking and loading.</p>	<p>23 tandem spaces are proposed which could potentially be allocated to the office activity, whereas only residential is permitted.</p> <p><b>Restricted discretionary activity (A2)</b></p>
<p>E27.6.3.4 Reverse Manoeuvring</p> <p>Not permitted where:</p> <ul style="list-style-type: none"> <li>• Four or more spaces are served by a single access</li> <li>• There is 30m between the parking space and the road boundary</li> <li>• Access is from an arterial road or Vehicle Access Restriction</li> </ul>	<p>Complies – sufficient space is provided on site so vehicles do not need to reverse off the site or onto or off the road.</p>	
<p>E27.6.3.5 Vertical Clearance</p> <ul style="list-style-type: none"> <li>• Minimum 2.1m for residential</li> <li>• Minimum 2.3m for all other activities</li> <li>• Minimum 2.5m for accessible parking</li> <li>• Minimum 3.8m for loading</li> </ul>	<p>Complies for residential and all other activities.</p>	<p>Infringes as follows:</p> <ul style="list-style-type: none"> <li>• Vertical clearance of the service lane between the entrance to the basement car parking and Quay Street is 3.6 m. We note that this is an existing feature of the service lane, and these vertical clearance restrictions currently apply.</li> <li>• Vertical clearance for access areas of accessible parking areas will not be 2.5m. Accessible parking spaces on Level B03 will not have 2.5m of full vertical clearance.</li> </ul> <p><b>Restricted discretionary activity (A2)</b></p>
<p>E26.6.3.6 Formation and Gradient</p> <ul style="list-style-type: none"> <li>• Parking and access must be formed, drained, provided with an all-weather surface and be marked out or delineated (except in some rural zones)</li> <li>• Maximum 1:25 for accessible spaces</li> <li>• Maximum 1:20 for other spaces</li> <li>• Maximum 1:8 for manoeuvring</li> </ul>	<p>Complies – All parking spaces and manoeuvring areas are contained within the basement and are flat.</p>	

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<p>E27.6.3.7 Lighting</p> <ul style="list-style-type: none"> <li>Lighting is required where there are 10 or more spaces which are likely to be used during hours of darkness</li> </ul>	<p>Lighting will be provided within the basement carparks.</p>	
<p>E27.6.4.1 Vehicle Access Restrictions</p>		<p>The Quay Street service lane vehicle crossing is subject to a Vehicle Access Restriction – General Control. The Quay Street vehicle crossing is existing, and will not be modified but will be used to service the new development.</p> <p><b>Restricted Discretionary Activity (A6)</b></p> <p>Vehicle Access Restrictions (VAR) applies as:</p> <ul style="list-style-type: none"> <li>A new activity will be established on site.</li> <li>The development has frontages to arterial roads (Quay Street and Customs Street West).</li> </ul> <p><b>Restricted Discretionary Activity (A5)</b></p>
<p>E27.6.4.2 Width and Number of Vehicle Crossings</p> <ul style="list-style-type: none"> <li>1 crossing per 25m frontage</li> <li>Minimum 2m separation between crossings on adjacent sites, except that two crossings on adjacent sites can be combined to max 6m width</li> <li>Minimum 6m separation between crossings servicing the same site</li> <li>Must comply with E27.6.4.3</li> </ul>	<p>Complies – the existing crossings will be utilised.</p>	
<p>E27.6.4.3 Width of Vehicle Access and Queuing Requirements</p> <ul style="list-style-type: none"> <li>Passing bay requirements apply to accesses over 50m in length under 5.5m width</li> <li>(T150) Minimum crossing width 3m (one-way), maximum crossing width 3.5m (one-way) and minimum clear corridor of 3.5m</li> </ul>	<p>Complies – the accessways are at least 5.5m which accommodate two-way vehicle movement.</p>	
<p>E27.6.4.4 Gradient of Vehicle Access</p>	<p>Complies:</p> <ul style="list-style-type: none"> <li>The ramps for the car parking areas have a</li> </ul>	

Rule	Compliance	Non-Compliance
	<p>gradient of 1 in 6 (16.7%). Transitions are provided at the top and bottom of these ramps, with a length of 2 m and gradient of 1 in 10 (10%). The change in gradients is within the limits where transitions are required</p> <ul style="list-style-type: none"> <li>The loading bay ramp has a gradient of 1 in 8 (12.5%), which will accommodate heavy vehicles</li> <li>The Customs Street West access has a 1 in 20 (5%) platform over a length of 6 m from the property boundary. The Quay Street access will remain unchanged, and has a relatively flat gradient near the property boundary.</li> </ul>	
E27.6.4.5 Sightlines for Road/Rail Level Crossings	N/A	
E27.6.5 Design and Location of Off-Road Pedestrian and Cycling	N/A	
<p>E27.6.7 Provision for electric vehicle charging</p> <p><u>(1) Any new dwellings with car parking (with the exception of new detached dwellings) must provide each undercover car park with the capability to install Electric Vehicle Supply Equipment with designated space for the necessary conduit, circuit and metering between the car park and an electrical distribution board on the same building storey, or ground level if the car parking space is at ground level.</u></p> <p><u>Note:</u></p> <p><u>(a) his standard does not apply to any car parking permanently allocated to visitors.</u></p> <p><u>Refer to the following standards and guidelines:</u></p>	<p>Will comply - refer to technical note prepared by Mott MacDonald.</p>	

Rule	Compliance	Non-Compliance
<ul style="list-style-type: none"> <li>- <u>Australian/New Zealand Wiring Rules AS/NZS 3000:2018</u></li> <li>- <u>SNZ PAS 6011:2021 Electric Vehicle Charges for Residential Use</u></li> <li>- <u>SNZ PAS 6011:2012 Electric Vehicle Chargers for Commercial Applications</u></li> </ul> <p><u>WorkSafe EV charging safety guidelines 2nd addition plus addendums 1 and 2</u></p>		
<p><u>Standard E27.6.8 Electric vehicle charging stations</u></p> <p><u>(1) Any building or structure for EV charging must:</u></p> <p><u>(a) Not exceed a maximum height above ground level of 3m (excluding charging cables and cable support systems); and</u></p> <p><u>(b) If there are more than two EV charging structures or EV charging buildings, comply with the front yard and landscape buffer standards of the underlying Zone.</u></p>	<p>Will comply - refer to technical note prepared by Mott MacDonald.</p>	

Rule	Compliance	Non-Compliance
Business – City Centre Zone		
H8.4.1 Activity table	Offices (A9), Retail (A10), Dwellings (A3) and Public amenities (A16) are permitted activities.	<p>Construction of new buildings <b>Restricted Discretionary Activity (A32)</b></p> <p>Demolition of buildings <b>Controlled Activity (A32A)</b></p> <p>Alterations and additions to buildings not otherwise provided for (alterations to existing podia of Aon and HSBC building)</p> <p><b>Restricted Discretionary Activity (A36)</b></p> <p>Non-compliance with Standard H8.6.5 Harbour edge height control plane or Standard H8.6.6 Exception to the harbour edge height control <b>Discretionary Activity (A42)</b></p>
H8.6.1 Retail	The site is located within the core retail area and therefore the limits set	

	out in Table H8.6.1.1 do not apply to the site.	
H8.6.2 General Building Height		
<ul style="list-style-type: none"> <li>The height of a building must not exceed the limits shown on Map H8.11.3.</li> </ul>	The site is located within Special height area.	
H8.6.3 Admission of Sunlight to Public Places		
<ul style="list-style-type: none"> <li>Buildings must not exceed the allowable building heights detailed</li> <li>Where part of an existing building does not comply with this standard, any addition or alteration must not further reduce sunlight access</li> </ul>	Will comply as shown on Part F sheets RC08-0010 to RC08-0018 of the Architectural Drawings package.	
H8.6.4 Aotea Square Height Control Plane		
<ul style="list-style-type: none"> <li>Buildings subject to this standard must not exceed the height plane shown in Figure 5 on Appendix 11 – Business City Centre Zone</li> </ul>	N/A	
H8.6.5 Harbour Edge Height Control Plane		
		<p>Infringes as follows:</p> <ul style="list-style-type: none"> <li>T1: maximum 88.8m along the northern façade reducing to 44.1m along the southern façade over a depth of 44.1m.</li> <li>T2: maximum 48.9m along the northern façade reducing to nothing along the southern façade over a depth of 47.8m.</li> </ul> <p><b>Discretionary Activity (A42)</b></p>
H8.6.6 Exception to the Harbour Edge Height Control Plane		
	Open space “corridors” of 23% is provided with minimum 15% required.	<p>Infringes as follows:</p> <ul style="list-style-type: none"> <li>T1: maximum 68.8m along the northern façade reducing to 24.1m along the southern façade over a depth of 44.1m.</li> <li>T2: maximum 27.8m along the northern façade reducing to nothing along the southern façade over a depth of 27.8m.</li> </ul> <p><b>Discretionary Activity (A42)</b></p>



H8.6.7 Railway Station Building and Gardens View Protection Plane	N/A	
H8.6.8 Measuring Building Height	Height is determined using mean street level.	
H8.6.9 Rooftops	Will comply – rooftop projections are enclosed by one structure per building.	
H8.6.10 Basic Floor Area Ratio	The proposed development has a basic floor area ratio of 8:1.	
H8.6.11 Bonus Floor Area Ratio		<p>The proposal incorporates dwellings, public open space and transfer of heritage floor space as bonus features (refer to GFA/AFA assessment attached).</p> <p>The proposal incorporates dwellings with a GFA of 29,752m<sup>2</sup> (2:1 maximum).</p> <p><b>Restricted Discretionary Activity (H8.6.11.1)</b></p>
H8.6.12 Bonus Floor Area Ratio – Light and Outlook	N/A	
H8.6.13. Bonus floor area - use or transfer of historic heritage and special character floor space bonus	<p>Existing heritage floor space bonus of 3,215m<sup>2</sup> applies to part of the site (HSBC site).</p> <p>The proposal will utilise 25,000m<sup>2</sup> heritage floor space available on the site (as per existing covenant on DTC site).</p>	<p>The transfer of 10,188m<sup>2</sup> of heritage floor space to the site from a donor site.</p> <p><b>Controlled activity (H8.6.11.1)</b></p>
H8.6.14. Bonus floor area - securing historic heritage and special character floor space bonus	N/A	
H8.6.15. Bonus floor area - bonus floor space calculation for scheduled heritage buildings	N/A	
H8.6.16. Bonus floor area - bonus floor space calculation for identified special character buildings	N/A	

<p>H8.6.17. Bonus floor area - public open space</p>		<p>The proposal incorporates approximately 169m<sup>2</sup> of public open space which equates to 1,352m<sup>2</sup> of bonus area.</p> <p><b>Restricted Discretionary Activity (H8.6.11.1)</b></p> <p>Non compliance with Rule H8.6.17(4) as a verandah is not provided along the full length of the public open space.</p> <p><b>Restricted Discretionary Activity (C1.9(2))</b></p>						
<p>H8.6.18. Bonus floor area - through-site link</p>	<p>No additional through-site link is being applied for however existing through-site link bonus of 3,865m<sup>2</sup> (associated with HSBC site) is included.</p>							
<p>H8.6.19. Bonus floor area - through-site links through identified blocks</p>	<p>Applies to the site</p>							
<p>H8.6.20. Bonus floor area - works of art</p>	<p>No additional works of art is being applied for however existing artwork bonus of 600m<sup>2</sup> (associated with HSBC site) is included.</p>							
<p>H8.6.21. Maximum total floor area ratio</p> <ul style="list-style-type: none"> <li>Bonus area 1a: AFA/SA &lt; 0.25 where MTFAR equals 13:1</li> </ul>	<p>Complies as follows: Proposed GFA: 192,862 or 13:1</p> <table border="1" data-bbox="587 1227 1007 1317"> <tr> <td><b>AFA Area</b></td> <td><b>207,096</b></td> </tr> <tr> <td><b>Floors</b></td> <td><b>56.00</b></td> </tr> <tr> <td><b>AFA</b></td> <td><b>3,698.13</b></td> </tr> </table>	<b>AFA Area</b>	<b>207,096</b>	<b>Floors</b>	<b>56.00</b>	<b>AFA</b>	<b>3,698.13</b>	
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<b>AFA</b>	<b>3,698.13</b>							
<p>H8.6.22. Building in relation to boundary</p>	<p>N/A</p>							
<p>H8.6.23. Streetscape improvement and landscaping</p>	<p>N/A</p>							
<p>H8.6.24. Maximum tower dimension, setback from the street and tower separation</p>		<p>Infringes as follows:</p> <ul style="list-style-type: none"> <li>T1 maximum plan dimension: 55.7m (refer to sheet RC01-0002).</li> <li>T1 6m setback: no setback provided from 28m to 33.8m with a setback of 5.5m from 33.8m above (refer to sheet RC32-0001).</li> <li>T2 maximum plan dimension: 51m (refer to sheet RC01-0002).</li> </ul>						

		<ul style="list-style-type: none"> <li>T2 6m setback: no setback provided from 28m to 31.15m with a setback of 4.5m from 31.15m above (refer to sheet RC32-0001).</li> </ul> <p><b>Restricted Discretionary Activity (C1.9(2))</b></p>
<p>H8.6.25. Building frontage alignment and height</p> <ul style="list-style-type: none"> <li>For frontages identified as '19m', the building must have minimum contiguous height of 19m for a minimum depth of 6m from the frontage.</li> </ul>	<p>Complies – the buildings have a contiguous height of approximately 28.9m and 34.2m for a minimum depth of 6m from the Lower Hobson Street and Customs Street West frontages respectively.</p>	
<p>H8.6.26. Verandahs</p> <ul style="list-style-type: none"> <li>A new building, external alteration or substantial internal alteration to an existing building, excluding minor cosmetic alterations or repairs which do not change its design and appearance, on a site identified on Map H8.11.6 must provide a continuous verandah along the full width of its building frontage.</li> </ul>		<p>Infringes as no verandah is provided along the Customs Street West frontage. At the Lower Hobson Street frontage, a 1.8m wide verandah is provided (with a setback of 700-800mm from the edge of the road carriageway) with a 3.5m height clearance from the footpath immediately below.</p> <p><b>Restricted Discretionary Activity (C1.9(2))</b></p>
<p>H8.6.27. Minimum floor to floor height</p> <ul style="list-style-type: none"> <li>Ground floor: 4.5m for a minimum depth of 10m where it adjoins a street or public open space.</li> <li>Above ground floor: 3.6m where these floors will accommodate non-residential activities.</li> </ul>	<p>Complies for the above ground floors with 4.1m-4.2m floor to floor height provided where these floors accommodate non-residential activities.</p>	<p>Infringes for the ground floor with a minimum 4.2m floor to floor height provided.</p> <p><b>Restricted Discretionary Activity (C1.9(2))</b></p>
<p>H8.6.28. Wind</p>	<p>Will comply for other areas as set out in the Wind Report.</p>	<p>Infringes for the following locations as outlined in the Wind Report prepared by Holmes:</p> <ul style="list-style-type: none"> <li>Location 1 and 31: Category C condition is anticipated for part of the area to be claimed as public open space bonus</li> </ul>

		<p>where Category B condition is required.</p> <ul style="list-style-type: none"> <li>• Location 33 and 34: existing Category C condition (upper limit) increased to Category D condition.</li> <li>• Location 39 and 78: existing Category B conditions increased to Category D conditions.</li> <li>• Location 160: existing Category C condition increased to Category D condition.</li> <li>• Location 93-94 and 98: Category D conditions where Category C conditions required.</li> </ul> <p><b>Restricted Discretionary Activity (C1.9(2))</b></p>
<p>H8.6.29. Glare</p> <ul style="list-style-type: none"> <li>• The reflectivity of all external surfaces must not exceed 20% of white light.</li> </ul>	Will comply	
H8.6.30. Special amenity yards	N/A – the site is not located adjacent to a special amenity yard.	
H8.6.31. Street sightlines	N/A – The site is not located within the city centre zone sight lines.	
H8.6.32. Outlook space	Otherwise complies	<p>Infringes for the following T2 apartments (75 in total) where a minimum of 20m outlook space is required for principal living areas and the following is provided:</p> <ul style="list-style-type: none"> <li>• Apartment 8.01 – 19.3m</li> <li>• Apartment 9.01 – 19.1m</li> <li>• Apartment 10.01 – 18.6m</li> <li>• Apartment 11.01 – 18.2m</li> <li>• Apartment 12.01 – 17.9m</li> <li>• Apartment 8.02 – 17.6m</li> <li>• Apartment 9.02-28.02, 13.01-40.1 – 17.1m</li> </ul> <p>Apartment 8.06-9.06, 10.07-27.07, 28.06 – 15.1m</p> <p><b>Restricted Discretionary Activity (C1.9(2))</b></p>

<p>H8.6.33. Minimum dwelling size</p> <ul style="list-style-type: none"> <li>• 35m<sup>2</sup> for studio dwellings</li> <li>• 50m<sup>2</sup> for one or more bedroom dwellings. This may be reduced by 8m<sup>2</sup> where a balcony of 8m<sup>2</sup> or greater is provided.</li> </ul>	<p>Complies as per the apartment schedule (refer to sheet RC11-0001).</p>	<p>Infringes for the following T apartments (42 in total) where a minimum of 50m<sup>2</sup> of net internal area is required for one-bedroom dwellings and the following is provided: Apartment 8.01-28.01 and 8.08-28.08 – 46m<sup>2</sup> <b>Restricted Discretionary Activity (C1.9(2))</b></p>
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Rule	Compliance	Non-Compliance
Downtown West Precinct		
<p>I205.4.2 Activity table – Sub-precinct B</p>		<p>New buildings, and alterations and additions to buildings <b>Restricted discretionary activity (A4)</b></p> <p>Open space <b>Restricted discretionary activity (A5)</b></p> <p>Vehicle, cycle and pedestrian access <b>Restricted discretionary activity (A6)</b></p> <p>Development that does not comply with Standard I205.6.2 Pedestrian connections <b>Restricted discretionary activity (A7)</b></p>
<p>I205.6.1 Area A</p>	<p>N/A</p>	
<p>1205.6.2 Pedestrian Connections</p> <p>(1) At-grade east-west pedestrian connection between Lower Queen Street and Lower Hobson Street;</p> <p>(2) At-grade north-south pedestrian laneway connection between Customs Street West and Quay Street (for block between Lower Queen Street and Lower Albert Street); and</p> <p>(3) At-grade north-south pedestrian laneway</p>	<p>(2) N/A</p>	<p>(1) The proposed east-west connection is not at-grade.</p> <p>(3) The proposed north-south connection is not at-grade and not generally aligned with Federal Street.</p> <p><b>Restricted discretionary activity (A7)</b></p>

connection between Customs Street West and Quay Street, being generally aligned with Federal Street (for block between Lower Albert and Lower Hobson Street)		
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## Rules Assessment Addendum

Rule	Compliance	Non-Compliance																
Chapter E24 Lighting																		
<p><b><u>E24.6.2. Artificial lighting standards for pedestrian access in residential zones</u></b></p> <p><del>(1) Any pedestrian access serving two or more dwellings where there is no vehicle access or where there are 10 or more parking spaces or 10 or more dwellings (excluding dwellings which have separate pedestrian access provided directly from the front door to the road) must:</del> When lighting for access in residential zones is required by Standard E27.6.3.7(2), it must:</p> <p><u>(a) have lighting limits measured and assessed in accordance with Australian/New Zealand Standard Lighting for roads and public spaces (Part 3.1: Pedestrian Area (Category P) lighting – Performance and design requirements Lighting for Roads and Public Spaces (AS/NZS1158.3.1)</u></p> <p><u>(b) must be lit to the appropriate P subcategory for pedestrian access as set out in AS/NZS1158.3.1</u></p> <p><u>(c) meet the minimum P subcategories specified in Table 24.6.2.1 below:</u></p> <p><b>Table 24.6.2.1 Minimum P subcategories</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #e0e0e0;">Access</th> <th style="background-color: #e0e0e0;">P Subcategory</th> </tr> </thead> <tbody> <tr> <td>Pedestrian access only</td> <td>PP3</td> </tr> <tr> <td>Pedestrian access adjacent to vehicle access</td> <td>PR2</td> </tr> <tr> <td>Connecting elements, steps, stairwells and ramps</td> <td>PA3</td> </tr> <tr> <td>Parking spaces and adjacent pedestrian access</td> <td>PC2</td> </tr> <tr> <td>Vehicle access for 4-9 parking spaces or dwellings</td> <td>PR5</td> </tr> <tr> <td>Vehicle access for 10-19 parking spaces or dwellings</td> <td>PR4</td> </tr> <tr> <td>Vehicle access for 20 or more parking spaces or dwellings</td> <td>PR2</td> </tr> </tbody> </table> <p><u>(d) All light fittings must not project any light at or above the height of their light source.</u></p>	Access	P Subcategory	Pedestrian access only	PP3	Pedestrian access adjacent to vehicle access	PR2	Connecting elements, steps, stairwells and ramps	PA3	Parking spaces and adjacent pedestrian access	PC2	Vehicle access for 4-9 parking spaces or dwellings	PR5	Vehicle access for 10-19 parking spaces or dwellings	PR4	Vehicle access for 20 or more parking spaces or dwellings	PR2	<p>N/A – the site is not located within Residential Zone.</p> <p>Note: The special information requirement is only applicable when lighting is required for use or development in residential zones.</p>	
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Pedestrian access only	PP3																	
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Connecting elements, steps, stairwells and ramps	PA3																	
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Vehicle access for 4-9 parking spaces or dwellings	PR5																	
Vehicle access for 10-19 parking spaces or dwellings	PR4																	
Vehicle access for 20 or more parking spaces or dwellings	PR2																	

Rule	Compliance	Non-Compliance																
<p><u>(e) All light emitted from light fittings must have a correlated colour temperature of 3000K (Kelvin) or less.</u></p> <p><u>(f) Spill light and glare from the lighting must meet the specifications of E24.6.1(8).</u></p> <p><u>(g) The lighting must have automatic daylight controls such that the lights are on during the hours of darkness. Where <del>A</del> automatic presence detection or sensor lighting <del>is to be avoided and where</del> proposed, this must be supported by a safety assessment.</u></p> <p><u>(h) Lighting required by Standard E27.6.3.7(2) must be supplied from a common electrical supply which cannot be disabled.</u></p>																		
<b>Chapter E27 Transport</b>																		
Table E27.4.1 Activity table																		
<table border="1"> <thead> <tr> <th>Activity</th> <th>Activity status</th> </tr> </thead> <tbody> <tr> <td>(A1) Parking, loading, and access and <del>Electric Vehicle Supply Equipment electric vehicle supply equipment</del> which is an accessory activity and complies with the standards for parking, loading, and access and <del>Electric Vehicle Supply Equipment electric vehicle supply equipment</del></td> <td>P</td> </tr> <tr> <td>(A2) Parking, loading, and access and <del>Electric Vehicle Supply Equipment electric vehicle supply equipment</del> which is an accessory activity but which does not comply with the standards for parking, loading, and access and <del>Electric Vehicle Supply Equipment electric vehicle supply equipment</del></td> <td>RD</td> </tr> <tr> <td><del>Vehicle Supply Equipment electric vehicle supply equipment</del></td> <td></td> </tr> <tr> <td>...</td> <td>...</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Activity</th> <th>Activity Status</th> </tr> </thead> <tbody> <tr> <td>(A18) <del>Electric vehicle charging stations that comply with the standards for electric vehicle charging stations in E27.6.8</del></td> <td>P</td> </tr> <tr> <td>(A19) <del>Electric vehicle charging stations that do not comply with the standards for electric vehicle charging stations in E27.6.8</del></td> <td>RD</td> </tr> </tbody> </table>	Activity	Activity status	(A1) Parking, loading, and access and <del>Electric Vehicle Supply Equipment electric vehicle supply equipment</del> which is an accessory activity and complies with the standards for parking, loading, and access and <del>Electric Vehicle Supply Equipment electric vehicle supply equipment</del>	P	(A2) Parking, loading, and access and <del>Electric Vehicle Supply Equipment electric vehicle supply equipment</del> which is an accessory activity but which does not comply with the standards for parking, loading, and access and <del>Electric Vehicle Supply Equipment electric vehicle supply equipment</del>	RD	<del>Vehicle Supply Equipment electric vehicle supply equipment</del>		...	...	Activity	Activity Status	(A18) <del>Electric vehicle charging stations that comply with the standards for electric vehicle charging stations in E27.6.8</del>	P	(A19) <del>Electric vehicle charging stations that do not comply with the standards for electric vehicle charging stations in E27.6.8</del>	RD		
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<p>Standard E27.6.1 Trip generation</p> <p>(1) Where a proposal (except where excluded in Standard E27.6.1(2)) exceeds one of the following thresholds:</p> <p>(a) a new development <u>or subdivision</u> in Table E27.6.1.1;</p> <p>(b) 100 <u>v/hr</u> <del>vehicles per hour</del> (any hour) for activities not specified in Table E27.6.1.1 requiring a controlled or restricted discretionary land use activity consent in the applicable zone where there are no requirements for an assessment of transport or trip generation effects. This standard does not apply to development activities provided for as permitted in the applicable zone; or</p>	N/A – no change to the exception provided for in the City Centre Zone.																	



Rule	Compliance	Non-Compliance
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(c) ~~[deleted] a proposed subdivision of land which has capacity under this Plan to accommodate more than 100 60 dwellings~~  
 resource consent for a restricted discretionary activity is required.

**Table E27.6.1.1 New development and subdivision thresholds**

Activity		New development or subdivision
(TA1)	Residential	Dwellings – threshold 1 40 dwellings
(T1)		Dwellings – threshold 2 400 <del>60</del> 100 dwellings
(T1A)		Integrated residential development – threshold 1 100 units
(T2)		Integrated residential development – threshold 2 600 <del>100</del> 500 units
(T2A)		Visitor accommodation – threshold 1 60 units
(T3)		Visitor accommodation – threshold 2 400 <del>60</del> 100 units
(T3A)		Residential subdivision – threshold 1 Capacity to accommodate more than 40 dwellings
(T3B)		Residential subdivision – threshold 2 Capacity to accommodate more than 100 dwellings
(T4)	Education facilities	Primary 167 students
(T5)		Secondary 333 students
(T6)		Tertiary 500 students
(T7)	Office	5,000 m <sup>2</sup> GFA
(T8)	Retail	Drive through 333 m <sup>2</sup> GFA
(T8A)		Retail activities (non-drive through) 1,667 m <sup>2</sup> GFA
(T9)	Industrial activities	Warehousing and storage 20,000 m <sup>2</sup> GFA
(T10)		Other industrial activities 10,000 m <sup>2</sup> GFA

(2) Standard E27.6.1(1) does not apply where:  
 (a) a proposal is located in the Business – City Centre Zone, Business – Metropolitan Centre Zone, Business – Town Centre Zone, or Residential – Terrace Housing and Apartment Building Zone or Centre Fringe Office Control as shown on the planning maps;

(b) ~~[deleted] development is being undertaken in accordance with a consent or provisions approved on the basis of an Integrated Transport Assessment where the land use and the associated trip generation and transport effects are the same or similar in character, intensity and scale to those identified in the previous assessment;~~

(c) the activity is permitted in the H7 Open space zones; or

Rule	Compliance	Non-Compliance
<p>(d) there are requirements to <del>assess transport, traffic or trip-generation effects for the activity in the</del> <u>any</u> applicable zone rules or precinct rules for any controlled or restricted discretionary land use activities</p>		
<p>Standard E27.6.2 Number of parking and loading spaces – Bicycle Parking</p> <p>(6) Bicycle parking:</p> <p>(a) the activities specified in Table E27.6.2.5 must provide the minimum number of bicycle parking spaces specified; <del>and</del></p> <p><u>(aa) for residential developments, the required secure long-stay bicycle parking must be located and designed in a manner that (is):</u></p> <p><u>i) provided in either:</u></p> <p><u>a) a non-habitable room; or</u></p> <p><u>b) a storage or garden shed or equivalent; or</u></p> <p><u>c) A dedicated cycle parking facility; or</u></p> <p><u>d) Any combination of the above.</u></p> <p><u>ii) can accommodate a bicycle(s) with the following dimensions – 1.9m length x 1.25m height x 0.7m width</u></p> <p><u>i) not part of any required outdoor living space or landscaped area</u></p> <p><u>ii) in a location directly accessible from either the road, vehicle access, pedestrian access or car parking area;</u></p> <p><u>iii) fully sheltered from the weather;</u></p> <p><u>iv) lockable and secure;</u></p> <p><u>v) if located within a dwelling, not within a habitable room</u></p> <p><u>In addition, communal bicycle parking facilities must be designed to have:</u></p> <p><u>vi) spacing between racks of a minimum of 1.2m;</u></p> <p><u>vii) clearance to a wall or edge of a minimum of 0.9m;</u></p> <p><u>viii) width of an access aisle between rows of a minimum of 1.2m (3.0m stand centre to centre);</u></p> <p><u>ix) mains outlets for charging electric bicycles at a minimum ratio of 1/10 bicycle parks;</u></p> <p><u>Two-tiered bicycle stands must be designed to have:</u></p>	<p>Will comply – the bicycle parking spaces associated with the residential development is provided within the basement carpark.</p>	

Rule	Compliance	Non-Compliance															
<p><del>x) a spacing between bikes of a minimum of 0.4m;</del></p> <p><del>xi) access aisles of a minimum of 2.2m to allow access to the second tier;</del></p> <p>xii) the following bicycle parking requirements apply to new buildings and developments.</p> <p><b>Table E27.6.2.5 Required bicycle parking rates</b></p> <table border="1"> <thead> <tr> <th>Activity</th> <th>Visitor (short-stay) Minimum rate</th> <th>Secure (long-stay) Minimum rate</th> </tr> </thead> <tbody> <tr> <td>(T81) Residential All residential developments Developments of 20 or more dwellings</td> <td>1 per 20 for developments of 20 or more dwellings</td> <td>1 per dwelling without a dedicated garage or basement car parking space</td> </tr> <tr> <td>---</td> <td>---</td> <td>---</td> </tr> </tbody> </table> <p><u>Note: Further guidance on bicycle parking design can be found in the Auckland Code of Practice for Land Development and Subdivision 2022. Also see the Waka Kotahi Cycling Network Guidance Technical Note, Cycle Parking Planning and Design December 2022.</u></p>	Activity	Visitor (short-stay) Minimum rate	Secure (long-stay) Minimum rate	(T81) Residential All residential developments Developments of 20 or more dwellings	1 per 20 for developments of 20 or more dwellings	1 per dwelling without a dedicated garage or basement car parking space	---	---	---								
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(T81) Residential All residential developments Developments of 20 or more dwellings	1 per 20 for developments of 20 or more dwellings	1 per dwelling without a dedicated garage or basement car parking space															
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<p>Standard E27.6.2 Number of parking and loading spaces – Loading Spaces</p> <p>(8) Number of loading spaces:</p> <p>(a) all activities must provide loading as specified in Table E27.6.2.7.</p> <p><u>(b) residential activities where part of the site has frontage to an arterial road as identified on the planning maps, must provide loading as specified in Table E27.6.2.7A.</u></p> <p><b>Table E27.6.2.7A Minimum small loading space requirements</b></p> <table border="1"> <thead> <tr> <th>Activity</th> <th>GFA/Number of dwellings</th> <th>Minimum rate</th> </tr> </thead> <tbody> <tr> <td>(T111B)</td> <td>Developments where all dwellings have individual pedestrian access directly from a public road</td> <td>No loading space required</td> </tr> <tr> <td></td> <td>Up to 9 dwellings without individual pedestrian access directly from a public road</td> <td>No loading space required</td> </tr> <tr> <td></td> <td>Greater than 9 dwellings up to 5,000m<sup>2</sup> without individual pedestrian access directly from a public road</td> <td>1*</td> </tr> <tr> <td></td> <td>Greater than 5,000m<sup>2</sup></td> <td>NA</td> </tr> </tbody> </table> <p>* Refer to T137A of Table E27.6.3.2.1 Minimum loading space dimensions</p>	Activity	GFA/Number of dwellings	Minimum rate	(T111B)	Developments where all dwellings have individual pedestrian access directly from a public road	No loading space required		Up to 9 dwellings without individual pedestrian access directly from a public road	No loading space required		Greater than 9 dwellings up to 5,000m <sup>2</sup> without individual pedestrian access directly from a public road	1*		Greater than 5,000m <sup>2</sup>	NA	<p>Complies – a loading space complying with E27.6.3.2 is already provided for the residential component of the proposal.</p>	
Activity	GFA/Number of dwellings	Minimum rate															
(T111B)	Developments where all dwellings have individual pedestrian access directly from a public road	No loading space required															
	Up to 9 dwellings without individual pedestrian access directly from a public road	No loading space required															
	Greater than 9 dwellings up to 5,000m <sup>2</sup> without individual pedestrian access directly from a public road	1*															
	Greater than 5,000m <sup>2</sup>	NA															
<p>Standard E27.6.2 Number of parking and loading spaces – Fractional spaces</p> <p>(9) Fractional spaces:</p> <p>(a) where the calculation of the permitted parking results in a fractional space, any</p>	<p>Accessible parking spaces addressed below.</p>																

Rule	Compliance	Non-Compliance
<p>fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space. If there are different activities within a development, the parking permitted for each activity must be added together prior to rounding.</p> <p><del>Note: Where parking is provided, parking spaces are to be provided for people with disabilities and accessible routes from the parking spaces to the associated activity or road as required by the New Zealand Building Code D1/AS1. The dimensions and accessible route requirements are detailed in the New Zealand Building Code D1/AS1 New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001).</del></p>		
<p>Standard E27.6.3.1 Size and Location of Parking Spaces</p> <p>(1) Every parking space must:</p> <p>(a) <u>comply with the minimum dimensions given in Table E27.6.3.1.1 and Figure E27.6.3.1.1; except accessible parking dimensions and accessible route requirements must be designed in accordance with the <del>New Zealand Building Code D1/AS1</del> New Zealand Standard for Design for Access and Mobility – Buildings and Associated Facilities (NZS: 4121-2001); and</u></p> <p>(b) be located on the same site as the activity to which it relates unless one of the following criteria is met:</p> <p>(i) the parking is located in an H7 Open Space Zone and the reserve, park or recreation area consists of more than one adjoining Certificate of Title. In that case, the parking must be located within the same reserve, park or recreation area as the activity to which it relates; or</p> <p>(ii) resource consent is granted to an alternative arrangement, such as shared parking, offsite parking, or non-accessory parking.</p> <p>(c) [deleted]</p>	<p>Complies for all non-accessible parking spaces.</p>	

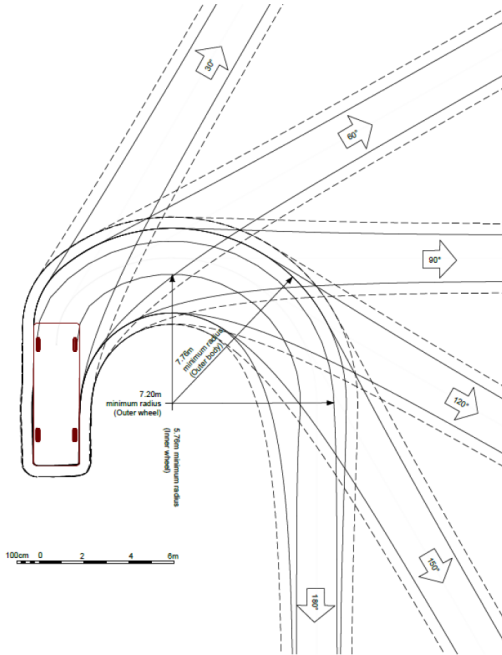
Rule	Compliance	Non-Compliance
<p>(d) be kept clear and available at all times the activity is in operation, except where stacked parking is permitted by Standard E27.6.3.3(3) below; and</p> <p>(e) be located outside any area designated for road widening; and</p> <p>(f) parking located in part of any yard on the site (where it is permitted in the zone) must not:</p> <p>(i) impede vehicular access and movement on the site; and</p> <p>(ii) infringe any open space and landscape requirements for the relevant zone; and</p> <p>(g) not to be sold or leased separately from the activity for which it provides parking as an accessory activity unless a resource consent is granted to an alternative arrangement such as shared parking or offsite parking.</p>		
<p>Standard E27.6.3.2 Size and Location of Loading Spaces</p> <p>(1) Every loading space must:</p> <p>(a) comply with the minimum dimensions given in Table E27.6.3.2.1; and</p> <p>(b) be located on the same site as the activity to which it relates and be available at all times while the activity is in operation; and</p> <p>(c) be located outside any area designated for road widening; and</p> <p>(d) comply with the following when any yard of a site is used to provide the loading space (where it is permitted within the zone):</p> <p>(i) ensure that the footpath or access to the rear of the site or access to an adjacent property is not blocked at any time; and</p> <p>(ii) the use of the loading space does not create a traffic hazard on the road at any time; <u>and</u></p> <p><u>(e) have a maximum crossfall of 1:50 (2%) in all directions.</u></p>	<p>Will comply with the maximum crossfall of 1:50 (2%) – all loading spaces will be flat.</p>	

Rule	Compliance	Non-Compliance												
<p><b>Table E27.6.3.2.1 Minimum loading space dimensions</b></p> <table border="1"> <thead> <tr> <th>Activity</th> <th>Length of loading space (m)</th> <th>Width of loading space (m)</th> </tr> </thead> <tbody> <tr> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>(T137A) <u>Activities requiring a small loading space under Standard E27.6.2(8)(b)</u> <u>Residential activities denoted with a (*) in Table E27.6.2.7</u></td> <td>6.4</td> <td>3.5</td> </tr> <tr> <td>...</td> <td>...</td> <td>...</td> </tr> </tbody> </table>	Activity	Length of loading space (m)	Width of loading space (m)	...	...	...	(T137A) <u>Activities requiring a small loading space under Standard E27.6.2(8)(b)</u> <u>Residential activities denoted with a (*) in Table E27.6.2.7</u>	6.4	3.5	...	...	...		
Activity	Length of loading space (m)	Width of loading space (m)												
...	...	...												
(T137A) <u>Activities requiring a small loading space under Standard E27.6.2(8)(b)</u> <u>Residential activities denoted with a (*) in Table E27.6.2.7</u>	6.4	3.5												
...	...	...												
<p><u>Standard E27.6.3.2(A) Accessible Parking</u></p> <p><u>(1) Accessible parking must be provided for all new activities, changes of activity type, and / or the expansion or intensification of an existing activity in all zones, except for those listed below in E27.6.3.2(A)(2);</u></p> <p><u>(2) Accessible parking is not required in the following zones, unless car parking is provided on site, in which case the required number of accessible parking spaces must be determined in accordance with Table 1 or Table 2 below, whichever is relevant:</u></p> <p><u>Business Zones:</u></p> <p><u>(a) Business – City Centre Zone;</u></p> <p><u>(b) Business – Metropolitan Centre Zone;</u></p> <p><u>(c) Business – Town Centre Zone;</u></p> <p><u>(d) Business – Local Centre Zone;</u></p> <p><u>(e) Business – Mixed Use Zone;</u></p> <p><u>(f) Business – Neighbourhood Centre Zone.</u></p> <p><u>Residential zones:</u></p> <p><u>(a) Residential - Terrace Housing and Apartment Buildings Zone.</u></p> <p><u>(3) For residential developments in residential zones (excluding the Terrace Housing and Apartment Buildings Zone unless car parking is provided on site), accessible parking spaces must be provided for developments of 10 or more dwellings on a site.</u></p> <p><u>(4) The required number of onsite accessible parking spaces provided must be calculated using the following method:</u></p> <p><u>(i) For non-residential land uses;</u></p>	<p>GFA proposed:</p> <ul style="list-style-type: none"> <li>• 2,033m<sup>2</sup> retail</li> <li>• 79,204m<sup>2</sup> office</li> <li>• 247 residential dwellings</li> </ul> <p>For non-residential:</p> <ul style="list-style-type: none"> <li>• Table 1 – 8 accessible spaces required based on 150 non-residential spaces provided</li> <li>• Theoretical parking demand as per Appendix 23: <ul style="list-style-type: none"> <li>○ Retail (1 per 25m<sup>2</sup>): 81 spaces</li> <li>○ Office (1 per 45m<sup>2</sup>): 1,706 spaces</li> <li>○ Based on this, 37 accessible spaces required for offices and 3 spaces required for retail.</li> </ul> </li> </ul> <p>For residential:</p> <ul style="list-style-type: none"> <li>• 11 accessible parking required.</li> </ul>	<p>24 accessible parking spaces are proposed, which does not meet the minimum requirement of 51 spaces. We have assumed this provision is sufficient to cover the residential requirement, but not the office or retail requirements</p>												

Rule	Compliance	Non-Compliance																		
<p><u>Step 1 - Use the Parking Demand Guidelines in Appendix 23 to determine the theoretical parking demand</u></p> <p><u>Step 2 - Use Table 1 – Number of accessible parking spaces – Non-Residential, below to determine the required number of accessible car park spaces based on either the number of parking spaces that are proposed to be provided or the theoretical parking demand calculated in step 1, whichever is the higher.</u></p> <p><b><u>Table 1 – Number of accessible parking spaces – Non-Residential land uses</u></b></p> <table border="1" data-bbox="212 745 715 898"> <thead> <tr> <th>Total number of parking spaces provided or theoretical parking spaces, whichever is the higher</th> <th>Number of accessible parking spaces</th> </tr> </thead> <tbody> <tr> <td>1 – 20</td> <td>Not less than 1</td> </tr> <tr> <td>21 – 50</td> <td>Not less than 2</td> </tr> <tr> <td>For every additional 50 parking spaces or part of a parking space</td> <td>Not less than 1</td> </tr> </tbody> </table> <p><u>(ii) For retirement villages, supported residential care, visitor accommodation and boarding houses</u></p> <p><u>The same method for calculating the required number of onsite accessible parking spaces for non-residential uses in 4(i) applies.</u></p> <p><u>(iii) For residential land uses</u>  <u>The required number of accessible parking spaces provided must be in accordance with Table 2 below:</u></p> <p><b><u>Table 2 – Number of accessible parking spaces – Residential land uses</u></b></p> <table border="1" data-bbox="212 1507 715 1653"> <thead> <tr> <th>Number of dwellings</th> <th>Number of accessible parking spaces</th> </tr> </thead> <tbody> <tr> <td>10 - 19</td> <td>Not less than 1</td> </tr> <tr> <td>20 – 29</td> <td>Not less than 2</td> </tr> <tr> <td>30 – 3950</td> <td>Not less than 3</td> </tr> <tr> <td>For every additional 10-25 dwellings or units</td> <td>Not less than 1</td> </tr> </tbody> </table>	Total number of parking spaces provided or theoretical parking spaces, whichever is the higher	Number of accessible parking spaces	1 – 20	Not less than 1	21 – 50	Not less than 2	For every additional 50 parking spaces or part of a parking space	Not less than 1	Number of dwellings	Number of accessible parking spaces	10 - 19	Not less than 1	20 – 29	Not less than 2	30 – 3950	Not less than 3	For every additional 10-25 dwellings or units	Not less than 1		
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30 – 3950	Not less than 3																			
For every additional 10-25 dwellings or units	Not less than 1																			
<p>Standard E27.6.3.3 Access and manoeuvring</p> <p><u>(2A) For every loading space required by Table E27.6.3.2.1.(T137A) the access and manoeuvring areas associated with that loading space must accommodate the 6.4m van tracking curves set out in Figure E27.6.3.3.3.</u></p>	<p>Will comply – the loading spaces have been designed to accommodate trucks up to 8.3m in length.</p>																			

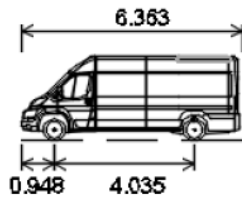
Rule	Compliance	Non-Compliance
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**Figure E27.6.3.3.3 - 6.4m van tracking curve**



Note 1: The dotted line about the vehicle depicts a 300mm clearance about the vehicle. See following key in Figure E27.6.3.3.4

**Figure E27.6.3.3.4 Key for 6.4m van tracking curve**



**Delivery Van**

Overall Length	6.363m
Overall Width	2.050m
Overall Body Height	2.432m
Min Body Ground Clearance	0.206m
Track Width	1.810m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.200m

Standard E27.6.3.4 Reverse manoeuvring

(1) Sufficient space must be provided on the site so vehicles do not need to reverse off the site or onto or off the road from any site where any of the following apply:

(a) four or more parking spaces are served by a single access;

Complies - sufficient space is provided on site so vehicles do not need to reverse off the site or onto or off the road.



Rule	Compliance	Non-Compliance
<p>(b) there is more than 30m between the parking space and the road boundary of the site; or</p> <p>(c) access would be from an arterial road or otherwise within a Vehicle Access Restriction covered in Standard E27.6.4.1 <del>or</del></p> <p><del>(d) vehicle access is required in accordance with E27.6.3.4.A.</del></p>		
<p><u>Standard E27.6.3.4A Heavy vehicle access</u></p> <p><u>(1) Where a site in a residential zone provides heavy vehicle access it must:</u></p> <p><del>(a) provide sufficient space on the site so an 8m heavy vehicle does not need to reverse onto or off the site or road, with a maximum reverse manoeuvring distance within the site of 12m;</del> <del>and</del></p> <p><del>(b) provide pedestrian access in accordance with E27.6.6.2.</del></p> <p><u>(2) Heavy vehicle access and manoeuvring areas associated with access required by E27.6.3.4A.(1) must comply with the tracking curves set out in the Land Transport New Zealand Road and traffic guidelines: RTS 18: New Zealand on-road tracking curves for heavy motor vehicles (2007).</u></p>	<p>N/A – site is not in a residential zone.</p>	
<p><u>Standard E27.6.3.5 Vertical Clearance</u></p> <p>(1) To ensure vehicles can pass safely under overhead structures to access any parking and loading spaces, the minimum clearance between the formed surface and the structure must be:</p> <p>(a) 2.1m where access and/or parking for cars is provided for residential activities;</p> <p>(b) 2.3m where access and/or parking for cars is provided for all other activities;</p> <p>(c) 2.5m where access and/or accessible parking <del>for people with disabilities is provided and/or required;</del><del>or</del></p> <p><u>(ca) 2.8m where loading is required for residential activities denoted with an asterisk (*) in Table E27.6.2.7A; <del>or</del></u></p>		<p>Infringes as the vertical clearance of the service lane between the entrance to the basement car parking and Quay Street is 3.6m with 3.8m required. We note that this is an existing feature of the service lane, and these vertical clearance restrictions currently apply.</p> <p>The proposal also infringes as the Vertical clearance for access areas of accessible parking areas will not be 2.5m. Accessible parking spaces on Level B03 will not have</p>

Rule	Compliance	Non-Compliance
<p><u>(cb) 3.8m where heavy vehicle access in Standard E27.6.3.4A is provided; or</u></p> <p><u>(d) 3.8m where loading is required in Table E27.6.2.7 for all other activities.</u></p>		<p>2.5m of full vertical clearance.</p>
<p>Standard E27.6.3.7 Lighting</p> <p><u>(1) Lighting is required where there are 10 or more parking spaces which are likely to be used during the hours of darkness. The parking and manoeuvring areas and associated pedestrian routes must be adequately lit during use in a manner that complies with the rules in Section E24 Lighting.</u></p> <p><del><u>(2) Lighting is required, in residential zones, serving two or more dwellings where there is no vehicle access or where there are 10 or more parking spaces or 10 or more dwellings (except for dwellings which have separate pedestrian access provided directly from the front door to the road). Pedestrian access must be adequately lit during the hours of darkness in a manner that complies with the rules in Section E24 Lighting. Lighting is required, in residential zones to primary pedestrian access, vehicle access, parking and manoeuvring areas, where any of the following apply:</u></del></p> <p><del><u>(a) There are four or more dwellings accessible from a primary pedestrian access which is not adjacent to a vehicle access;</u></del></p> <p><del><u>(b) There are 10 or more parking spaces; or</u></del></p> <p><del><u>(c) There are 10 or more dwellings.</u></del></p> <p><u>Adequate lighting must be provided during the hours of darkness in a manner that complies with the rules in Section E24 Lighting.</u></p>	<p>Complies with Standard E27.6.3.7(1) as lighting will be provided within the basement carpark.</p> <p>N/A for E27.6.3.7(2) as the site is not in a residential zone.</p>	
<p>Standard E27.6.4.3 <del>Width of vehicle access, and queuing and speed management requirements</del></p> <p><u>(1) Every on-site parking and loading space must have vehicle access from a road, with the vehicle access complying with the following standards <del>for width:</del></u></p>	<p>N/A – speed management requirements only apply to residential zones.</p>	

Rule	Compliance	Non-Compliance
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(a) passing bays are provided in accordance with Table E27.6.4.3.1; and

(b) meeting the minimum formed access width specified in Table E27.4.3.2.; and

**Table E27.6.4.3.2 Vehicle crossing and vehicle access widths**

Location of site frontage	Number of parking spaces served	Minimum width of crossing at site boundary <sup>1</sup>	Maximum width of crossing at site boundary <sup>1</sup>	Minimum formed access width
...	...	...	...	...
(T151) Residential zones	Serves 10 or more parking spaces	5.5m (two-way)	6.0m (two-way)	5.5m (providing for two-way movements) The formed width is permitted to be narrowed to 2.75m if there are clear sight lines along the entire access and passing bays at 50m intervals are provided. 4.0m pedestrian access for rear sites which may be located within the formed driveway
...	...	...	...	...

<sup>1</sup>Width of crossing at site boundary excludes any adjacent pedestrian access.

\* Provided that a maximum width of 9.0m is permitted where the crossing needs to accommodate the tracking path of large heavy vehicles

(c) meeting the minimum speed management measure spacing specified in Table E27.6.4.3.3.; and

**Table E27.6.4.3.3 Speed management requirements**

Activity	Length of vehicle access	Location of minimum speed management measures
(T156A) Residential zones	Exceeds 30m	Not more than 10m from the site boundary with the legal road; and Not more than 30m spacing between speed management measures.

Note: Where heavy vehicle access and speed management measures are required, the design of speed management measures should include consideration of heavy vehicle requirements.

~~(d) meeting the minimum requirements specified in E38 Subdivision – Urban Table E38.8.1.2.1 for minimum legal width, minimum vertical clearance from buildings and structures, and minimum inside turning radius for bends.~~

Rule	Compliance	Non-Compliance
<p>Note 1</p> <p>Minimum vehicle crossing widths to the State Highway network may be greater than those above. All access to the State Highway network requires the approval of the New Zealand Transport Agency under the Government Roadway Powers Act 1989. Applicants are advised to contact the New Zealand Transport Agency's Auckland Office.</p> <p><del>Where vehicle accessways are provided, consideration of fire emergency vehicle access is required by the New Zealand Building Code Clause C6.</del></p> <p><del>Emergency responder access requirements are further controlled by the Building Code. Plan users should refer to the Building Code to ensure compliance can be achieved at building consent stage. Granting of a resource consent does not imply that waivers of Building Code requirements will be granted. Fire and Emergency New Zealand publishes guidance in the context of Building Code requirements.</del></p>		
<p><u>Standard E27.6.6 Design and location of pedestrian access in residential zones</u></p> <p><del>(1) Any pedestrian access, in residential zones, serving two or more dwellings, where there is no vehicle access must</del> <u>Where two or more dwellings are proposed in residential zones, primary pedestrian access must be provided which meets the following:</u></p> <p><u>(a) have the minimum pedestrian access width and separation specified in Table E27.6.6.1 for its full length have a minimum formed access width of 1.8m;</u></p> <p><del>Table E27.6.6.13 Primary Pedestrian Access width and separation requirements adjacent to a vehicle access</del></p>	<p>N/A – the site is not in a residential zone.</p>	

Rule	Compliance	Non-Compliance
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Location of site frontage	The total nNumber of parking spaces or dwellings served by a vehicle and/or Primary Pedestrian Access	Minimum formed Primary Pedestrian Access width where not adjacent to vehicle access	Minimum formed Primary Pedestrian Access width and separation where adjacent to vehicle access
(T156A)	Residential zones Any development where all dwellings have separate pedestrian access provided directly from the front door to the road		No pedestrian access required adjacent to the vehicle access
(T156B)	Serves 1-9 parking spaces or 1-9 dwellings, whichever is the greater		No pedestrian access required adjacent to the vehicle access
(T156A)	Serves 2 – 3 dwellings	1.8m	No requirement under E27.6.6(1) to (3)
(T156BC)	Serves 4 to 19 parking spaces or 4 to 19 dwellings, whichever is the greater, excluding any dwellings which have separate pedestrian access provided directly from the front door to the road	1.8m	1.35-1.4m (including the kerb), which must be vertically separated from trafficable areas and designed to be clear of obstructions, as shown in Figure E27.6.4.3.1.
(T156CD)	Serves 20 or more parking spaces or 20 or more dwellings, whichever is the greater, excluding any dwellings which have separate pedestrian access provided directly from the front door to the road	1.8m	1.8m (including the kerb) which must be vertically separated from trafficable areas and designed to be clear of obstructions, as shown in Figure E27.6.4.3.1 and connected to every dwelling
(T156E)	Serves 1-9 dwellings and requires heavy vehicle access in accordance with E27.6.3.4A		1.35m which must be vertically separated from trafficable areas and designed to be clear of obstructions

Note 1: Works within the legal road, such as connections to public footpaths, require prior approval from Auckland Transport as the road controlling authority. This approval is separate and additional to any land use or subdivision approval required.

~~(b) provide passing bays in accordance with Table E27.6.6.1;~~

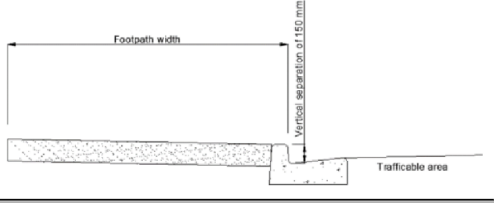
~~(c) meet the maximum gradient, in accordance with Table E27.6.6.2 have a gradient no greater than:~~

~~(i) 1 in 12 for pedestrian access which is not adjacent to vehicle access;~~

~~(ii) the maximum vehicle access gradient as specified in Table E27.6.4.4.1 where the pedestrian access is adjacent to vehicle access;~~

~~(d) provide artificial lighting in accordance with Standard E24.6.2;~~

Rule	Compliance	Non-Compliance
<p><u>(e) have a surface treatment which is firm, stable and slip resistant in any weather conditions;</u></p> <p><u>(f) provide direct and continuous access to the dwellings from a public footpath;</u></p> <p><u>(g) be free from permanent obstructions and have a clear height of at least 2.1m unobstructed for its full length.; and</u></p> <p><u>(h) [deleted] where the pedestrian access is not adjacent to vehicle access and includes steps, provide a step free option as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities.</u>            *Except that a primary pedestrian access is not required for 2-3 dwellings where vehicle access is provided to dwellings.</p> <p><u>(2) A minimum clear width of 3m and a minimum clear height of 2.1m for its full length is required for primary pedestrian access where not adjacent to vehicle access and serving:</u></p> <p><u>(a) up to three dwellings and has a length greater than 50m; or</u>  <u>(b) four or more dwellings.</u></p> <p><u>(3) For the purposes of (2) above, the clear width may include:</u></p> <p><u>(a) the minimum 1.8m formed primary pedestrian access width;</u>  <u>(b) landscape treatment with a maximum mature height of 600mm;</u>  <u>(c) lighting infrastructure.</u></p> <p><u>(4) Standards E27.6.6(1), (2) and (3) above do not apply where:</u></p> <p><u>(a) up to three dwellings are proposed on a site and vehicle access is provided to each dwelling;</u>  <u>or</u>  <u>(b) a dwelling directly fronts and has direct access to a street.</u></p>		

Rule	Compliance	Non-Compliance
<p><u>(5) For four or more dwellings in residential zones, pedestrian access must be provided to each parking space within a parking area (excluding garages) consisting of four or more parking spaces served by the same vehicle access and:</u></p> <p><u>(a) have a minimum width of 1.2m;</u></p> <p><u>(b) be vertically separated from trafficable areas as shown in Figure E27.6.4.3.1;</u></p> <p><b>Figure E27.6.4.3.1 Vertical separation of pedestrian access</b></p>  <p><u>(c) connect to the primary pedestrian access or the dwellings associated with those parking spaces;</u></p> <p><u>(d) have a surface treatment which is firm, stable and slip resistant in any weather condition; and</u></p> <p><u>(e) be free from permanent obstructions and have a clear height of 2.1m for its full length.</u></p> <p><u>This standard does not apply where the pedestrian access forms part of a primary pedestrian access.</u></p> <p><del>(2) Any pedestrian access in residential zones that is adjacent to a vehicle access serving 10 or more parking spaces or 10 or more dwellings (except for dwellings which have separate pedestrian access provided directly from the front door to the road), whichever is the greater, must:</del></p> <p><del>(a) meet the minimum pedestrian access width and separation specified in Table E27.6.6.3;</del></p> <p><del>(b) not exceed the maximum gradient, specified in Table E27.6.6.2;</del></p>		

Rule	Compliance	Non-Compliance
<p><del>(c) have a surface treatment which is firm, stable and slip resistant in any weather conditions;</del></p> <p><del>(d) be unobstructed for its full length; and</del></p> <p><del>(e) where the pedestrian access includes steps, provide a step free option as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities.</del></p> <p><del>(3) [deleted] Any pedestrian access in residential zones that is adjacent to a vehicle access serving, to up to nine dwellings (except for dwellings which have separate pedestrian access provided directly from the front door to the road), which require heavy vehicle access in accordance with E27.6.3.4A must:</del></p> <p><del>(a) meet the minimum pedestrian access width and separation specified in Table E27.6.6.3;</del></p> <p><del>(b) meet the maximum gradient, specified in Table E27.6.6.2;</del></p> <p><del>(c) provide artificial lighting in accordance with Standard E24.6.2;</del></p> <p><del>(d) have a surface treatment which is firm, stable and slip resistant in any weather conditions;</del></p> <p><del>(e) be unobstructed for its full length; and</del></p> <p><del>(f) where the pedestrian access includes steps, a step free option must be provided as specified in NZS 4121:2001 Design for access and mobility: Buildings and associated facilities.</del></p> <p>Note: Emergency responder access requirements are further controlled by the Building Code. Plan users should refer to the Building Code to ensure compliance can be achieved at building consent stage. Granting of a resource consent does not imply that waivers of Building Code requirements will be granted. Fire and Emergency New Zealand publishes guidance in the context of Building Code requirements.</p>		
<p><del>Standard E27.6.7 Electric vehicle supply equipment—Provision for electric vehicle charging</del></p> <p><del>1. Any dwelling with dedicated car parking must provide the following for each car parking</del></p>	<p>Will comply - refer to technical note prepared by Mott MacDonald.</p>	



Rule	Compliance	Non-Compliance
<p><del>space to support the charging of electric vehicles:</del></p> <p><del>a) Sufficient space on the switchboard(s) for RCD; and</del></p> <p><del>b) Appropriately sized mains; and</del></p> <p><del>c) The necessary conduit, cable route and/or cable ladders whichever is appropriate.</del></p> <p><del>Note: this standard does not apply to visitor car parking.</del></p> <p><del>Purpose: to ensure that any undercover car parks for new semi-detached dwellings or for new dwellings within a terrace or apartment building are provided with the capability to install Electric Vehicle Supply Equipment.</del></p> <p><del>(1) Any new dwellings with car parking (with the exception of new detached dwellings) must provide each undercover car park with the capability to install Electric Vehicle Supply Equipment with designated space for the necessary conduit, circuit and metering between the car park and an electrical distribution board on the same building storey, or ground level if the car parking space is at ground level.</del></p> <p><del>Note:</del></p> <p><del>(a) This standard applies to all new dwellings, with the exception of new detached dwellings</del></p> <p><del>(a) his standard does not apply to any car parking permanently allocated to visitors.</del></p> <p><del>Refer to the following standards and guidelines:</del></p> <ul style="list-style-type: none"> <li><del>- Australian/New Zealand Wiring Rules AS/NZS 3000:2018</del></li> <li><del>- SNZ PAS 6011:2021 Electric Vehicle Chargers for Residential Use</del></li> <li><del>- SNZ PAS 6011:2012 Electric Vehicle Chargers for Commercial Applications</del></li> <li><del>- WorkSafe EV charging safety guidelines 2nd addition plus addendums 1 and 2</del></li> </ul>		
<p><u>Standard E27.6.8 Electric vehicle charging stations</u></p> <p><u>(1) Any building or structure for EV charging must:</u></p>	As above	

Rule	Compliance	Non-Compliance																																												
<p><u>(a) Not exceed a maximum height above ground level of 3m (excluding charging cables and cable support systems); and</u></p> <p><u>(b) If there are more than two EV charging structures or EV charging buildings, comply with the front yard and landscape buffer standards of the underlying Zone.</u></p>																																														
<b>Chapter E38 Subdivision - Urban</b>																																														
<p>Standard E38.8.1.2. Access to rear sites</p> <p>(1) A single jointly owned access lot or right-of-way easement must not serve more than ten proposed rear sites.</p> <p>(2) Vehicle access to proposed sites without direct vehicular access to a formed legal road must be by way of an entrance strip, jointly owned access lot or right-of-way easement over adjoining land, or by a combination of these mechanisms, provided the total width and other dimensions of the access comply with the standards in Table E38.8.1.2.1 Access to rear sites below.</p> <p><b>Table E38.8.1.2.1 Access to rear sites</b></p> <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="4">Total number of rear sites served</th> </tr> <tr> <th>1</th> <th>2 – 3 5</th> <th>4-5</th> <th>6-64 - 10</th> </tr> </thead> <tbody> <tr> <td>Minimum legal width</td> <td>3.0m</td> <td>3.5m</td> <td>4.4m</td> <td>6.9m7.5-6.5</td> </tr> <tr> <td>Minimum formed width</td> <td>2.5m</td> <td>3.0m</td> <td>3.0m</td> <td>5.5m</td> </tr> <tr> <td>Minimum service strip</td> <td>0.5m</td> <td>0.5m</td> <td>0.5m</td> <td>1.0m</td> </tr> <tr> <td>Maximum length</td> <td>50m</td> <td>50m</td> <td>50m</td> <td>100m Note 1 Note 1</td> </tr> <tr> <td>Maximum gradient</td> <td colspan="2">1 in 4</td> <td colspan="2">1 in 5</td> </tr> <tr> <td>Minimum vertical clearance from buildings or structures</td> <td colspan="4">3.8m</td> </tr> <tr> <td>Minimum inside turning radius for bends</td> <td colspan="4">6.5m</td> </tr> </tbody> </table> <p>Note 1</p> <p><u>For accessways greater than 50 metres in length speed management measures should be considered. Where vehicle accessways are provided, consideration of fire emergency vehicle access is required by the New Zealand Building Code Clause C6.</u></p> <p><u>Emergency responder access requirements are further controlled by the Building Code. Plan users should refer to the Building Code to ensure compliance can be achieved at building consent stage. Granting of a resource consent does not imply that waivers of Building Code</u></p>		Total number of rear sites served				1	2 – 3 5	4-5	6-64 - 10	Minimum legal width	3.0m	3.5m	4.4m	6.9m7.5-6.5	Minimum formed width	2.5m	3.0m	3.0m	5.5m	Minimum service strip	0.5m	0.5m	0.5m	1.0m	Maximum length	50m	50m	50m	100m Note 1 Note 1	Maximum gradient	1 in 4		1 in 5		Minimum vertical clearance from buildings or structures	3.8m				Minimum inside turning radius for bends	6.5m				<p>N/A – no subdivision is proposed.</p>	
		Total number of rear sites served																																												
	1	2 – 3 5	4-5	6-64 - 10																																										
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Rule	Compliance	Non-Compliance
<p><u>requirements will be granted. Fire and Emergency New Zealand publishes guidance in the context of Building Code requirements.</u></p> <p>(3) <del>Accessways serving six or more</del> <u>four to ten</u> rear sites must provide separated pedestrian access, <del>which may be located within the formed driveway.</del></p> <p>(4) The pedestrian access required by E38.8.1.2(3) must meet all of the following:</p> <p>(a) have a minimum width of <u>1.435m</u> <del>metre</del>;</p> <p>(b) can include the service strip; <del>and</del></p> <p>(c) <del>be distinguished from the vehicle carriageway through the use of a raised curb or different surface treatment</del> <u>the requirements of Table E27.6.4.3.3 and Figure E27.6.4.3.1 be vertically separated from the vehicle carriageway through the use of a raised kerb as shown in; and</u></p> <p>(d) <del>the requirements of Table E27.6.6.2. have a</del> <u>maximum gradient not exceeding the vehicle access gradient standard in Table E38.8.1.2.1.</u></p> <p>(5) <u>Accessways exceeding 30m in length must meet the speed management measures specified by Table E27.6.4.3.3.</u></p>		

**GFA v AFA AUP Definitions**

**Measure**

**GFA** - the sum of the total floor area of all buildings on a site as measured: • from the exterior faces of the exterior walls; or • from the centre lines of walls separating two buildings or tenancies; or • from the exterior edge of the floor, if there are no walls to measure; or ...

**AFA** - The average of the horizontal areas measured at 1.5m above all floor levels from the external faces of the building, including all voids and the thickness of external and internal walls, except: ... • for sites with a gross site area greater than 2,000m<sup>2</sup>, where the horizontal area at any floor level totals less than 400m<sup>2</sup>, the horizontal area at that level shall be deemed to be 400m<sup>2</sup> for the purpose of calculating average floor area.

**Exclusions**

GFA	AFA	Differences
basement areas used for parking including manoeuvring areas, access aisles and access ramps basement areas for stairs, escalators and elevators essential to the operation of a through site link or servicing a floor used primarily for parking and loading	basement space	AFA = all basement space <u>excluded</u>
plant areas within the building		AFA = all plant (other than in basement) <u>included</u>
open or roofed outdoor areas, external balconies, porches, provided no more than 75 per cent of the perimeter of these areas is enclosed		
any entrance foyer/lobby or part of it including any void forming an integral part of it. The entrance foyer/lobby must be publicly accessible, accessed directly from a street or public open space and have an overhead clearance of at least 6m	any entrance foyer/lobby or part of it including any void forming an integral part of it, provided that entrance foyer/lobby is publicly accessible, accessed directly from a street or public open space and has an overhead clearance of at least 6m	Same
non-habitable floor space in rooftop structures		
required off-street loading spaces		AFA = all loading (other than in basement) <u>included</u>
publicly accessible pedestrian circulation space between individual tenancies	approved through site links and works of art	AFA = only approved TSL and WOA <u>excluded</u>

**Gross Floor Area**

...

(2) For the purposes of calculating floor area ratio (FAR):

the sum of the total floor area of all buildings on a site as measured:

- from the exterior faces of the exterior walls; or
- from the centre lines of walls separating two buildings or tenancies; or
- from the exterior edge of the floor, if there are no walls to measure; or
- in accordance with any specific exemptions applying to a historic heritage or special character building.

Includes, except where more specific elements are excluded:

- elevator shafts, stairwells and lobbies at each floor, including external entrances/breezeways;
- floor area in interior balconies and mezzanines;
- floor area in terraces (open or roofed), external balconies, porches if they are more than 75 per cent enclosed;
- voids except as otherwise provided, where vertical distance between storey levels exceeds 6m, the gross floor area of the building or part of the building so affected must be taken as the volume
- all other floor area not specifically excluded.

Excludes:

- basement areas used for parking including manoeuvring areas, access aisles and access ramps;
- plant areas within the building;
- basement areas for stairs, escalators and elevators essential to the operation of a through site link or servicing a floor used primarily for parking and loading;
- open or roofed outdoor areas, external balconies, porches, provided no more than 75 per cent of the perimeter of these areas is enclosed;
- any entrance foyer/lobby or part of it including any void forming an integral part of it. The entrance foyer/lobby must be publicly accessible, accessed directly from a street or public open space
- non-habitable floor space in rooftop structures;
- required off-street loading spaces; and
- publicly accessible pedestrian circulation space between individual tenancies.

**Average floor area**

The average of the horizontal areas measured at 1.5m above all floor levels from the external faces of the building, including all voids and the thickness of external and internal walls, except:

- for sites with a gross site area of 2,000m<sup>2</sup> or less, where the horizontal area at any floor level totals less than 20 per cent of the site area, the horizontal area at that level shall be deemed to be 20
- for sites with a gross site area greater than 2,000m<sup>2</sup>, where the horizontal area at any floor level totals less than 400m<sup>2</sup>, the horizontal area at that level shall be deemed to be 400m<sup>2</sup> for the purp

Excludes:

- basement space;
- approved through site links and works of art; and
- any entrance foyer/lobby or part of it including any void forming an integral part of it, provided that entrance foyer/lobby is publicly accessible, accessed directly from a street or public open spac

## Calculations:

Site	Area
HSBC	4,730
AON	3,704
Downtown Carpark	6,442
<b>Total</b>	<b>14,876</b>

	Ratio	Area
BFAR	8	119,008
Max MTFAR	13	193,388

	Bonus Area Claimed	Area Provided	Bonus per m2	Max
Heritage Bonus (current)	28,215			N/A
Heritage Bonus (transfer)	10,188			
Dwellings Bonus	29,752	34,063	2	2
Artwork (current)	600			1
Public Open Space	1,352	169	8	3
TSL Bonus (current)	3,865			1
<b>Total Bonus</b>	<b>73,972</b>			
<b>Proposed GFA</b>	<b>192,980</b>	<b>12.97</b>		
<b>Required Bonus</b>	<b>73,972</b>	<b>4.97</b>		
<b>Max</b>	<b>13 :1</b>			
<b>AFA Area</b>	<b>207,845</b>			
<b>Floors</b>	<b>56</b>			
<b>AFA</b>	<b>3,711.52</b>			
<b>AFA/SA</b>	<b>0.25</b>			
<b>MTFAR</b>	<b>13.00 :1</b>			

### Notes:

No L&O bonus available as T1 exceeds 50m floorplate and T2 infringes 6m setback

Areas less than 400m2 have been calculated as 400m2 for AFA

Heritage includes 3,215 from 2002 HSBC consent (PO/02/00073)

TSL bonus includes 3,865 from 2002 HSBC consent (PO/02/00037)

Artwork from original HSBC consent, as subsequently amended

T1/P1		T2/P2		P3		COMMON		DTW TOTAL		HSBC		AON		TOTAL	
72,903	80,613	43,022	46,241	2,488	3,410	2,150	0	120,563	130,264	42,825	46,080	29,591	31,501	192,980	207,845
Total	Total	Total	Total Planning	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total	Total
Planning	Planning	Planning	Area (AFA)	Planning	Planning	Planning	Planning	Planning	Planning	Planning	Planning	Planning	Planning	Planning	Planning
GFA	Area (AFA)	GFA		GFA	Area (AFA)	GFA	Area (AFA)	GFA	Area (AFA)	GFA	Area (AFA)	GFA	Area (AFA)	GFA	Area (AFA)
Site Area								6,442 sqm	4,730 sqm	3,704 sqm	14,876 sqm				

**Summary of Residential GFA within T2**

Residential Area in basement	1086
Residential Lobby	363
Residential Amenity	910
Residential Apartments Total	31704
Total Residential GFA	34063

GFA		
MTFAR 13:1	193,388	sqm
Difference	-408	sqm

AFA		
Area	207,845	sqm
Total Levels	56	Levels
Area / Levels	3,711.52	AFA
AFA / Site Area	0.2495	AFA Ratio
Max AFA	208264	sqm
Difference	-419	sqm

AFA Target		
AFA / Site Area	0.25	AFA Ratio
Total Levels	56	Levels
Site Area	14,876	sqm

Level	T1/P1		T2/P2 (inc P1-P2 Bridge)		P3		COMMON/BASEMENT		GFA Total per floor	AFA Total per floor
	Planning GFA	Planning Area (AFA)	Planning GFA	Planning Area (AFA)	Planning GFA	Planning Area (AFA)	Planning GFA	Planning Area (AFA)		
ROOF / L 54									0.000	0.000
L 53	0.000	851.276							0.000	851.276
L 52	0.000	876.056							0.000	876.056
L 51	701.957	1,240.144							701.957	1,240.144
L 50	189.874	1,265.637							189.874	1,265.637
L 49	1,285.179	1,285.179							1,285.179	1,285.179
L 48	1,304.030	1,304.030							1,304.030	1,304.030
L 47	1,322.189	1,322.189							1,322.189	1,322.189
L 46	1,339.657	1,339.657							1,339.657	1,339.657
L 45	1,356.433	1,356.433							1,356.433	1,356.433
L 44	1,372.518	1,372.518	0.000	0.000					1,372.518	1,372.518
L 43	1,387.911	1,387.911	0.000	782.940					1,387.911	2,170.851
L 42	1,402.613	1,402.613	0.000	845.059					1,402.613	2,247.672
L 41	1,416.623	1,416.623	900.424	900.424					2,317.047	2,317.047
L 40	1,429.941	1,429.941	909.524	909.524					2,339.465	2,339.465
L 39	1,442.568	1,442.568	909.524	909.524					2,352.092	2,352.092
L 38	1,454.503	1,454.503	909.524	909.524					2,364.027	2,364.027
L 37	1,465.746	1,465.746	906.745	906.745					2,372.491	2,372.491
L 36	1,476.299	1,476.299	980.662	980.662					2,456.961	2,456.961
L 35	1,486.159	1,486.159	985.604	985.604					2,471.763	2,471.763
L 34	1,495.328	1,495.328	962.588	962.588					2,457.916	2,457.916
L 33	1,503.805	1,503.805	992.924	992.924					2,496.729	2,496.729
L 32	1,443.514	1,511.591	997.004	997.004					2,440.518	2,508.595
L 31	1,518.685	1,518.685	982.498	982.498					2,501.183	2,501.183
L 30	1,525.088	1,525.088	985.330	985.330					2,510.418	2,510.418
L 29	1,530.799	1,530.799	987.542	987.542					2,518.341	2,518.341
L 28	1,535.819	1,535.819	848.894	941.453					2,384.713	2,477.272
L 27	1,539.467	1,539.467	950.127	957.987					2,489.594	2,497.454
L 26	1,542.341	1,542.341	950.607	950.607					2,492.948	2,492.948
L 25	1,544.744	1,544.744	937.681	937.681					2,482.425	2,482.425
L 24	1,546.735	1,546.735	937.681	937.681					2,484.416	2,484.416
L 23	1,547.282	1,547.282	937.681	937.681					2,484.963	2,484.963
L 22	903.216	1,547.282	933.978	933.978					1,837.194	2,481.260
L 21	0.000	1,547.282	933.978	933.978					933.978	2,481.260
L 20	1,547.282	1,547.282	933.978	933.978					2,481.260	2,481.260
L 19	1,547.282	1,547.282	928.752	928.752					2,476.034	2,476.034
L 18	1,547.282	1,547.282	928.752	928.752					2,476.034	2,476.034
L 17	1,546.162	1,546.162	928.752	928.752					2,474.914	2,474.914
L 16	1,544.029	1,544.029	923.667	923.667					2,467.696	2,467.696
L 15	1,540.060	1,540.060	923.667	923.667					2,463.727	2,463.727
L 14	1,533.961	1,533.961	923.667	923.667					2,457.628	2,457.628
L 13	1,526.051	1,526.051	922.282	922.282					2,448.333	2,448.333
L 12	1,516.320	1,516.320	922.282	922.282					2,438.602	2,438.602
L 11	1,504.840	1,504.840	912.619	912.619					2,417.459	2,417.459
L 10	1,491.619	1,491.619	904.942	904.942					2,396.561	2,396.561
L 09	1,476.570	1,476.570	865.630	865.630					2,342.200	2,342.200
L08M	0.000	927.054							0.000	927.054
L 08	0.000	927.054	844.157	844.157					844.157	1,771.211
L 07-M			0.000	659.988					0.000	659.988
L 07	1,821.000	1,821.000	910.260	659.988					2,731.260	2,480.988
L 06	2,275.318	2,275.318	1,784.419	1,784.419					4,059.737	4,059.737
L 05	2,258.058	2,258.058	1,784.419	1,784.419					4,042.477	4,042.477
L 04	2,258.058	2,258.058	1,784.011	1,784.011					4,042.069	4,042.069
L 03	2,240.675	2,240.675	1,783.432	1,783.432					4,024.107	4,024.107
L 02	863.813	863.813	1,729.374	1,729.374	0.000	1,075.104			2,593.187	3,668.291
L 01	488.268	488.259	0.000	1,348.377	1,118.535	965.988			1,606.803	2,802.624
L 00-M	142.305	400.000							142.305	400.000
L 00	1,223.270	1,220.035	1,542.807	1,275.279	1,369.374	1,369.374			4,135.451	3,864.688
L B1							627.513	0.000	627.513	0.000
L B2							401.034	0.000	401.034	0.000
L B3							373.660	0.000	373.660	0.000
L B4							373.660	0.000	373.660	0.000
L B5							373.660	0.000	373.660	0.000
L B6								0.000	0.000	0.000
56	72,903	80,613	43,022	46,241	2,488	3,410	2,150	0		
Total Number of Floors (AFA)	Total Planning GFA	Total Planning Area (AFA)	Total Planning GFA	Total Planning Area (AFA)	Total Planning GFA	Total Planning Area (AFA)	Total Planning GFA	Total Planning Area (AFA)		

Site Area 6,442 sqm

# HSBC

Level	Planning GFA	Planning Area (AFA)
ROOF (L33)	0.000	0.000
32	0.000	402.347
31	0.000	664.176
30	0.000	833.388
29	1,522.994	1,522.994
28	1,522.994	1,522.994
27	1,522.994	1,522.994
26	1,533.402	1,533.402
25	1,533.402	1,533.402
24	1,533.402	1,533.402
23	1,533.402	1,533.402
22	1,533.402	1,533.402
21	1,533.402	1,533.402
20	1,533.402	1,533.402
19	1,533.402	1,533.402
18	1,533.402	1,533.402
17	1,533.402	1,533.402
16	1,533.402	1,533.402
15	1,533.402	1,533.402
14	1,533.402	1,533.402
13	1,533.402	1,533.402
12	1,533.402	1,533.402
11	1,533.402	1,533.402
10	1,533.402	1,533.402
9	1,533.402	1,533.402
8	1,132.267	1,533.402
7	1,033.155	1,535.003
6	2,307.732	2,427.990
5	1,253.219	1,253.219
4	1,972.148	1,972.148
3	2,956.417	3,288.291
2A	0.000	0.000
2	0.000	0.000
1A	0.000	0.000
1	0.000	0.000
0	42,825	46,080
Total Number of Floors	Total Planning GFA	Total Planning Area (AFA)

Site Area 4,730 sqm



# AON

Level	Planning GFA	Planning Area (AFA)
ROOF	0.000	0.000
PLANT/ROOF	0.000	268.392
PLANT	0.000	1,207.130
21	1207.130	1,207.130
20	1207.130	1,207.130
19	1207.130	1,207.130
18	1207.130	1,207.130
17	1207.130	1,207.130
16	1207.130	1,207.130
15	1207.130	1,207.130
14	1207.130	1,207.130
13	1207.130	1,207.130
12	1172.388	1,207.130
11	1207.130	1,207.130
10	1207.130	1,207.130
9	1207.130	1,207.130
8	1207.130	1,207.130
7	1207.130	1,207.130
6	1207.130	1,207.130
5	1207.130	1,207.130
4	1207.130	1,207.130
3	1115.216	1,115.216
2	1115.216	1,115.216
1	1713.007	1,713.007
PLAZA	1452.061	1,452.058
ARCADE	2502.251	2,901.311
B	0.000	0.000
0	29591	31501
Total Number of Floors	Total Planning GFA	Total Planning Area (AFA)
Site Area	3,704	sqm